CYCLE RIDERS LOSING GROUND

TEAMS NOW FURTHER BEHIND THE RECORD.

Exhibitions and Sprint Baces Interfere With the Distance Men-Walthour's Spurt Results in Change of Positions-Four Teams Now Tled for First Place.

Both by day and night yesterday proved to be the best and most sensational day of the week for the bicycle riders engaged in the six-day grind at Madison Square Garden Ten teams, the same as on Tuesday, remained in the race, but at night there came a change in their relative positions, the first one since Monday morning. It hap-pened a few minutes before 8 o'clock in the evening when the Garden was filled with the biggest crowd that has been there since the start on Monday morning. The house was literally "packed." Neither elbow room nor good breathing air was to be had.

The change in positions was brought about through a sprint of Walthour's. After a long rest "Bobby" came out to relieve McEachern and upon doing it started a terrific sprint. He gained nearly half a lap before the string, led by Nat Butler, who has been doing Trojan work n just this line, overhauled the runaway. He carried with him three others, but of these, one represented a second place team, and one of the leading teams was left behind in a bunch of five that could not stand the clip and were eventually lapped by the other five. The riders who lost laps were McLaren, Chavellier, Frederick, Julius and Samuelson. This sent the Alsatians back from first place to second and left four American teams tied in the lead. The "hobo team," King and Samuelson, slipped from second to third position. Babcock and Turville, by holding the pace, kept in second position and only a lap behind, while the two teams of "tail enders became four laps behind, instead of three The excitement during the progress of this shift about was of the wildest description. No one of the eight or nine thousand persons in the house thought of keeping seated or remaining quiet. The uproar sounded as if a few hundred steam calliopes had been cut loose at one time. After it was all over the 8 o'clock score was posted

Newkirk and Munro... Maya and Wilson... Butler and McLean... Fisher and Chavellier. Babcock and Turville. King and Samuelson... Lawson and Julius... Fredricks and Jaak ... Hall and McLaren . .

There was plenty of excitement for the crowd throughout the evening. Prior to the big sprint which changed the positions there were two notably heroic attempts to gain laps. King and Chavellier each managed to gain half a lap before they were overhauled, which up to that time were the biggest gains yet seen. Nat Butler was the one who did the "donkey work" of pulling up the hunch in both of pulling up the bunch in both

Beside these features in the big race there were some decidedly interesting races and exhibitions at short distances. Free-man and Kimble rode a mile and Freeman won in two straight heats, although the finishes were very close. Schreiber made a show of Gougoltz by beating him a mile twice in succession by about a dozen lengths. There were exhibitions behind pace by Kramer and Michael and by the champion alone on a motor bicycle. The time was slow in every case.

All these innovations of special races forced the riders off the track and made them keep falling further and further behind the record.

The promise of Tuesday night and the early part of yesterday that the men would catch up with the record figures was not

catch up with the record figures was not lived up to. At 10 o'clock last night the riders were 2: miles 2 laps behind the record. The short races will be continued to-night. There will be a pursuit race between George Leander and Lapoutre, mile heat races between Schreiber and Simar and Kramer and Freeman, the winners of each to meet

The riders looked in prime condition last night, although it was what is generally considered the most trying day of the week. Jeddy Newkirk felt so frisky that he carried a French auto horn on his wheel and manipulated it frequently, to the annoyance of the other riders.

Although the sprint and gain of Walthour rather discountenanced the statement, it was declared by several of the trainers that not one of the men in the lead really dared to steal a lap, for the reason, as they explained, that any team that was a lap ahead would be so much harassed by feints at sprints by other riders and so worried by them in other ways that they would be used up before Saturday night. It was the opinion of those who talked in this strain that yesfore Saturday night. It was the opinion of those who talked in this strain that yesterday it was still too early in the week for Isp-gaining. Friday and Saturday would be the days of strife, it was predicted. Bobby Thompson, trainer of Walthour and McEachern, was not one of those who agreed in these sentiments. On the who agreed in these sentiments. On the contrary, he said to a reporter of THE SUN early in the afternoon: "There will be something doing to-night. Keep your eye on Walthour." King and Juijus and Munro also were evidently of the idea that the second they could gain a last the best for

sooner they could gain a lap the better. Richard Croker and Dave Gideon were among the afternoon visitors. Some one circulated the story that the Squire was

herbine in the segmentating. The intro-discitled of a clathitich riches is responsible in part. While the motor machines are recing the principles on forced tradic the pule to the flat and they pixel legity about

of the West and Samuelson is the holder of the world's record for an unpaced mile. He made it in 1 minute 53 4-5 seconds at Butte, Mon., and it was a remarkable performance, because his riding clipped six seconds from the former record. While the boys are not unknown in cycling and have homes to which they can go, it is true that they have a hankering for adventure. They were in the company of Iver Lawson, Billy Boles, John Chapman and W. B. Vaughn a few years ago in a trip to Australia as stowaways. During the trip Boles became so hungry that he went above decks and was discovered. He was then put to work in the stoke hole for the rest of the trip.

That some real hoboes read newspapers

the trip.

That some real hoboes read newspapers is shown by the fact that some of the fraternity have communicated with the Salt Lake City boys, believing that they were bona fide members of the fraternity. The letters and telegrams just began to come in yesterday and among them there were no protests from hoboes or threats of expulsion from the cult because King and Samuelson are working and taking baths, but these are expected to come later. One of the first telegrams to be received by this curious pair reached them yesterday morning. It was from Salt Lake City, Utah, and read as follows:

"Don't forget you need the money Satur-

"Don't forget you need the money Saturday. You are both fine business. Hope you'll ride home on the plush.
"Poor Skinni."

Last night the identity of "Poor Skinny was revealed. It was no less a person than "Demon" Billy Boles, the circuit chaser, who was a stowaway with the "Hobo Team" on the trip to Australia The "Hoboes" are considered "dark horses" in the race. They are a lap behind, but are confident of regarding it.

of regaining it.

The riders who are a lap behind the leaders remind one of life convicts. They plod along and hope sustains them. They all feel confident that the lost lap will be regained. Like the men with a life sentence, they do not know how or when the lightning will strike in their favor, but they are confident that it will.

The few hours of the early morning between the time when the "owl crowd" had gone home and the "boarders" are, half of them, asleep on the seats, are the slowest for the riders and the liveliest for those of the watchers, who remain awake. The

of the watchers, who remain awake. The competitors miss the inspiration that is furnished by a big crowd cheering and trail about slowly losing some of the distance they have gained on the records. The wakeful watchers indulge in horseplay. The wakeful watchers indulge in horseplay. Yesterday morning the fun making was of a kind that very properly was stopped by the police. Some men with a peculiar sense of humor went about putting pieces of paper into the open mouths of sleepers, and then lighting the protruding end. They always selected boys or some small and slightly built person for the victim of the prank. Bobby Walthour had a joke himself during the gray hours of the morning, two of them in fact, and a scare beside. The scare came first. Bobby was sleeping and a fuzzy towel was draped over the incandescent light to shade it. Whether the glass bulb of the light broke or the insulation of the wire was worn off is not clear from the story Trainer Bobby Thompson tells, but both he and Bobby Thompson tells, but both he and Walthour were awakened by a sense of stifling and smell of smoke. The towel was smouldering from contact with the electric current. Walthour, only half-awake, cried out for his wife and for Thompson and exclaimed: "I knew they'd stick it into me! I told you they'd try to do me." Thompson soused the towel and let in fresh

on the track, he assisted at tinkering his own wheel and before jumping on it grabbed a siphon of seltzer and squirted it down the neck of a negro boy who was sleeping the neck of a negro boy who was sleeping next to the rail. After riding around a few times, Walthour started in on an interviewing tour. He evidently wanted to learn what kind of a job he had ahead of him by taking with his competitors and judging in what sort of condition each team was. He rode alongside of one man after another, until he had held a conversation with each and was at the rear of the line. Then he sprinted to the front and opened up a slight gap. He did not really try to gain a lap. It was a joke. As soon as he had the string going fast he sat up and laughed. Incidents such as these tend to show the remarkably fine condition in which the men are. They all look well. There are no upholstered saddles or swaddled handlebars. After the morning papers were out yesterday the morning papers were out yesterday a newspaper containing pictures was passed along the line from one man to another until every rider had a reading of it. An amusing incident of the day was the receipt of a big box of Tokay grapes by every team in the race. They were sent anonymously. The trainers feared some trick and would not give them to the riders until after it was revealed that the donor was John Valentine of the Harlem Wheelers who is more the beard of

The score at noon yesterday, the sixtieth

McPachern and Walthour...
Maya and Wilson
Newkirk and Munro
Butler and McLean
Pisher and Chavellier
Lawson and Julius.

The record for sixty hours is that of 1899, 1184 miles, 7 laps.

At midnight Butler and McLean gained a lap, but it was not allowed because they violated the rules in doing it. Walthour protested. The incident caused a great sensation. The score at midnight was:

McLaren are one of the two teams at the reason for the great amount of sprinting done had major men, to decide which in the right was that the trainers were trying out their men, to decide which in dividuals they would put in for the final sprint on Saturday right.

The meaning and coming to a full stop. It was stated that the two men were competing together against individuals. The appearance of the clay kept watchers guessing At one time they would be aftern miles belond it was eagerwaining. The introduction of a right the involved machiners are the form the form of the meaning of the introduction of a right the involved machiners are the form of the first and the form of the form of the form of the first and the first and whom the first and

than they read at the controlled and right blancities and they controlled the controlled and right blancities are included and the controlled and

CHARGES AMUSE MAXEY LONG.

RECORD HOLDER HAS RETIRED FROM ATHLETICS.

Says That He Was Not Much of a Drawing Card in England -Secretary Sullivan Intimates That A. A. U. Will Indorse Any Action of English Association.

The story published yesterday that six of America's foremost athletes stood in danger of being relegated to the professional ranks by the Amateur Athletic Association of England created a big sensation in athletic circles. Various opinions were offered as to what course would be pursued by the English athletic authorities. It appears that the misdemeanor of the Americans is involved in having demanded and obtained expenses to the meetings at which they appeared. At one period in the history of the English A. A. A. the granting of expenses was permitted in certain cases, but since the reorganization of the association in April, 1880, the practice has been regarded as a breach of amateur laws.

One feature of the case discussed was whether the culprits would receive a chance to defend themselves and deny that they had received any expense money. It is highly improbable that any one of those mentioned would travel to England for the mentioned would travel to England for the purpose. Kraenzlein is at his home in Milwaukee and Tewksbury is said to be teaching in some part of the State of Pennsylvania while Duffey is assiduously pursuing his studies at Georgetown University. Long, Baxter and Flanagan are residents of New York. When asked vesterday what he had to say to the accusation of the English A. A. Long at first refused to be lish A. A. A. Long at first refused to be quoted at all. However, when pressed for

an answer he said:
"I am out of athletics for good and will
never wear a running shee again, so I am
quite regardless of any action that may be
taken by the English A. A. A. When I saw the taken by the English A. A. A. When I saw the story in the papers this morning I had to laugh at the idea of the English A. A. A. accusing me. Why I ran very little last year and on account of being beaten by Wadsley at the English championship was a rather poor drawing card. Further than that I have nothing to sav."

The only prominent A. A. U. official accessible yesterday was Secretary Sullivan himself and as to what action the association would take in case the men were suspended he was non-commital. He said:

pended he was non-commital. He said:
"I cannot say what policy would be pursued by the A. A. U. in case of a suspension, sued by the A. A. U. in case of a suspension, for there is no alliance between the A. A. A. of England and the A. A. U. Of course, looking at the case from a personal standpoint, if the English association should suspend these athletes I would be in favor of sustaining the decision. I think it would be for the good of amateur sport on both sides of the Atlantic. By no means does the A. A. U. countenance American athletes going over to England and acting the A. A. U. countenance American athletes going over to England and acting contrary to amateur laws there. These visits of American athletes abroad are increasing year by year and I think that it would be better for amateur sport that those who go in future should have their course clearly outlined."

Not one of the New York A. C. officials would offer the least explanation on the case yesterday, but a member prominently connected with the team of 1900 to England said: "We defrayed the expenses of our athletes to London and Paris in 1900 and no farther. In Paris each man received his

farther. In Paris each man received his ticket back to New York, but we put no reticket back to New York, but we put no restrictions on their movements as to where they might go or the date of their return. Beyond that the New York A. C. is not responsible for the conduct of any of the members of its team. As to last yoar's business, not one of the men mentioned represented the New York A. C. Kraenzlein, Baxter and Tewksbury represented the University of Pennsylvania; Duffy, Georgetown University, and Long, New York city. If the English A. A. A. should suspend these men to-morrow no kick would be registered from the New York A. C. or its officials."

In the case of Flanagan it is hard to see how it will be handled by the English A. A. A. His offence against amateurism, if there was any, happened in Ireland and should come under the jurisdiction of the Irish A. A. A. or Gaelic A. A. both of which Irish A. A. A. or Gaelic A. A., both of which recognize the English body. On a demand from England action would probably be taken by both the Irish organizations.

MANY DOGS OF HIGH DEGREE. Entries for the Ladies' Kennel Association

Show Numbers Nearly 2,000. There will be no less than 1,625 dogs benches the first annual show of the Ladies' Kennel Association next week at Madison Square Garden The showing will be one of the largest ever on view in this country aside from the show of the Westminster Kennel

Club. The list in detail follows:

St. Bernards, 62 mastiffs, 10: bloodhounds, 24:
New foundlands, 1 great Danes, 47: Russian wolf
hounds, 31: deerhounds, 12 greyhounds, 30: for
hounds, 4 pointers, 54; English setters, 46 frish
setters, 10: Gordon setters, 8; Ortifons (Kortals),
2 (Thesapeake hay dogs, 2; Clumber spaniels, 4;
field spaniels, 35; cooker spaniels, 38; colles, 48;
Old English sheen dogs, 16; Delmatiana, 6; poodles,
45; bulldogs, 96; bull terriers, 88; Arcidals terriers,
46; bulldogs, 96; bull terriers, 88; actidals, 48;
46; bulldogs, 96; bull terriers, 88; ecolles, 48;
47; fox terriers, 117; French buildogs, 50; Rasset
48; hounds, 5; beariers, 86; decisiunds, 50; whippets,
49; fox terriers, 126; frish terriers, 76; Noottish terriers, 58; Weish terriers, 15; black and tan terriers,
12; Skye berriers, 5; Bedington terriers, 1; Varia
shire terriers, 16; boy terriers other than York
shire; 21; Pomeranians, 30; toy spaniels, 57; pugs,
11; toy poodles, 2 misoellaneous, 13;

A special competition during the show, Club. The list in detail follows: A special competition during the show when Foxball Keene will be the ladge, will be a class for packs of foxbounds, shown by the M. H. who, with the white, will wear the hunt conform. Several hunt clubs have made entries for this class.

The record for seventy-two hours is 1,416 YALF WANTS FOUR-MILE COURSE. Objects to Shortening Distance of 'Varsity

Rowing Hace. Kunzig of the Yole Varsity crew, in discussing

Amother trainming Mounted Medical

Battraces: Md., Dec. 11-The State Insurance Commission has notified the Mutual Reserve Fund Life Association of New York of its refugal to impe it a license to do by iross in Maryland because of liens against policy holders.

LAND OF CLEAN MONEY. A Feature of Banking Here That Surprise

People From the West. "Did you see the look of surprise on that man's face?" said the paying teller of a

downtown bank, glancing toward a tall man with a slouch hat who had just walked away from the window, fumbling a roll of "Well, he's from the West and that's the reason he is surprised. "Of course I knew he was from the West

day. But I would swear he was from the West if this was the first time he had ever come here."

"How's that," asked the man who was at the teller's window.

"Why, he was surprised to get a roll of crisp, clean bills. They're something almost unknown in most parts of the West.

"I don't know the exact reason, but they tell me it is because they keep the money longer in circulation cut there. We couldn't do business with our people if we paid out the money that a Western bank hands to its customers. Here people won't stand with money and they will out West.

I see it costs the bank 40 cents for every 1000 of bills it gets redeemed at Washington. We don't find that much of a burden, ary! the banks in Boston Washington, Phila leiphia and the other big Eastern cities don't, but go out West and you'll hear the bank people kick.

"You'll also get your dirty money thereall you want—full of all sorts of reeks and odors, and torn almost into rags. But I suppose reform in this direction will spread as it has spread in other ways."

IT DISGUSTED BISSERT. Song of the Old Convict Upon His Return

to Sing Sing Prison. There is a little chorus which prisoners who have served terms in Sing Sing and are returning to prison always sing just as the train pulls out of the tunnel at Ossining, and the big gloomy walls of the prison are to be seen from the windows on the river side of the car. The first line runs: "Back at the old home again."

Different prisoners have different words for the chorus, but it always begins and ends with the line given. A crook who has done time is a very gloomy and downhearted proposition as long as there is any chance for him to avoid the penalty of a crime, but once hope is abandoned

and he knows that he must serve his term, he is a different sort of person.

He becomes not only resigned to his fate, but often quite merry over it. When the train pulls out of the Ossining when the train bulls out of the Ussaining tunnel and the men see that big gray wall, all the old offenders start up the song. When George Bissert, the convicted detective, was sent to Sing Sing last week detective, was sent to Sing Sing last week he had as a travelling companion a little, weazened, old man, who had been in jail before, and was as bright and chipper over the situation as Bissert was gloomy. When he reached Ossining he chirped up "Back at the old home again," to the in-tense disgust of Bissert, who couldn't see anything funny in the situation. He sang it all the way to the prison and the last heard of him as he disappeared last heard of him as he disappeare:

CATHOLIC SOCIETIES MEET. National Federation Formed in Cincinnati -Pope Sends a Blessing.

behind the big iron gates was his thin voi warbling: "Back at the old home again."

CINCINNATI, Dec. 11 .- The morning session to-day of the Federation of Catholics Societies convention, was filled with reports from the committees on Credentials and Organization. Telegrams and letters from every part of the United States were received. Chancellor Louis O'Donovan sent regrets for enforced absence for Cardinal Gibbons and presented his good wishes for the success of the convention. From San Juan, Porto Rico, Bishop Blenk telegraphed: "Our societies in full sympathy; send godspeed."

The drafting of the Constitution and its passage were the chief events of interest. The committee reported against the ad-

The committee reported against the admission of women, but the delegates overruled the committee. The next meeting will be in Chicago the third Tuesday in July, 1902. The following was received to-day from Rome in answer

to greetings sent yesterday:
ROME, Dec. 11
To the Most Rev. William Elder, Archbishop. incineti:

S. Holiness most lovingly grants his
tolic benediction to the A. F. of C. S.
ambled in national convention, city of
innati. M. CARIJINAL RAMPOLLA.

NEW C. P. LINE TO ST. JOHN. Will Give the Canadian Pacific a Through

Track From Ocean to Ocean.

Bangon, Me., Dec. 11.-The Canadian Pacific Railway Company is to build a line across eastern Maine, from Mattawamkeag P.inceton, fifty miles, for the purpose of obtaining an independent outlet from Maine to St. John

When the Canadian Pacific was built, in 1888, it was intended to carry its track entirely across Maine, but afterward an arrangement was made to use the Maine Central track from Mattawamkeag to Vanceboro, and the Canadian Pacific was stopped at Mattawamkeag. Now the ex-port trade has increased to such an extent that greater facilities and a more direct route

The Canadian Pacific will make connec-The Canadian Pacific will make confic-tion at Princeton with the St. Croix and Penolscot branch of the Washington County Railroad for Sprague's Falls, from which point a short line will be built to connect with the shore line, the Southern Brunswick road, recently acquired

by Russeil Sage.
This will give the Canadian Pacific a through line from ocean to ocean, with fine terminal facilities at taricton, the Eastern terminus of the short line, opposite 8t John. It is understood that the Canadian Pacific will buy or iease the 8t Croix and Penoissest and that it already has an understanding with Russell Page concerning the shore line.

HORSE LEFT THEIR RIG.

Took Front Wheels With Him and Dumped Two homes Momen to the Park. I'm strong women who said they mare Mated Nicholas and Buth Comparthwall of the himmenda accordence were driving in a analoud is request Path restorday aftersouth and at Figure second street on the and the death were drawn away from Transport opining the secularity and the operation Action are there are not a part of the fact of the control of the first and the control of the control of

American Matte of Board Contact like if A designed to the

Dealer Manifestory to Proceeding says that Mounts Assistential and Masterick, American checkioner, who have a factory at Benegiturns have structured a Government non-Control to upon in American hank there

Direg-report Met artist ficte Mur Sear Patrick Mediantly, the Long Island City. gon have taken to some duty from juil, accompand before forige bloom in Long helected the restriction and contenued to the Rings Country Frontesphare for one year Monarthy's place in Long Lebetd (My was raided by Paparaid Attorney Merrill in May 1980, and the proprietor convicted Monarthy carried the case to the Court of Appends, but the countrieton was sustained.

When You her a Man or Woman reading The Six you may depend on it that they are not only contented, but prosperous as well—Adv. A WORLD-GIRDLING RAILWAY.

RENEWED TALK OF A ROAD TO CROSS BEHRING STRAITS.

Possibilities of Hallroads in Alaska Shown by the Skagway-White Pass Line Projects for a Line to Carry People From New York to Paris via Siberia.

The successful operation of the Skngbecause he was introduced here the other vay-White Pass Railroad, which though only a few dozen miles long, has broken the back of the terrible journey from the I vnn Canal to the headwaters of the Yukon. and the proposed invasion of Alaska by railways from several widely separated points, have brought into more or less serious discussion again that engineering air castle, the possibility of a railway line over which one could travel continuously from New York by way of Alaska and Behring Strait, northern Siberia, the Trans-Siberian Railroad and St. Petersburg to Berlin and Paris in short, with the exception of the break made by the Atlantic Ocean, a world girdling railway.

The scheme has been talked of off and on for twenty-five years. Hinton R. Helper, who won fame before the Civil War by his book "The Impending Crisis," is perhaps entitled to the credit of first broaching it. His plan was a three-Americas railway, which was to traverse the length of the Western Hemisphere from the Straits of Magellan to Behring Straits, having a branch to Hudson Bay, and a connection beyond Behring Straits with a line that should cross Asia to join the railway lines of Europe.

That was long before the days of the Frans-Siberian Railroad, which has filled in at least one long stretch of the dream. Eleven years ago the late Senator Stan-Eleven years ago the late Senator Stan-ford of California expressed the belief that within twenty-five years from that time an earth-encircling railroad would

be in existence.

His prediction provoked wide comment and considerable derision from engineering experts and others. The supposed impassability of Behring Straits and the difficulty of building and maintaining a good through the frozen and mountaining as road through the frozen and mountainous

road through the frozen and mountainous wastes of Alaska were pointed out as insuperable obstacles.

But engineering skill has made rapid progress within a decade, and it is significant that the engineering problems through Alaska and the barrier presented by Behring Straits are no longer considered the chief difficulties which the carrying out of the plan would encounter.

difficulties which the carrying out of the plan would encounter.

In the first place, the varied character and possibilities of Alaska are just beginning to be realized. Furs, gold and fish for many vears to come will undoubtedly be the chief products of the country, but its stores of coal, copper, silver, lead and iron, its tremendous and valuable and iron, its tremendous and valuable forests, even its grazing lands cannot re-main long neglected.

Four railway enterprises are already on

Four railway enterprises are already on foot to develop these resources. The Skagway-White Pass road has already been mentioned. A preliminary reconnoissance for an all-American route from Valdez on Prince William Scund to Eagle City or some nearby point on the Yukon was made this last year. The proposed road would pass through the celebrated Copper River country, which prospectors say is destined to be one of the greatest mineral districts in the world. say is destined to be one or mineral districts in the world.

Mineral districts in the world.

Away around to the northward from Unalaklik, about sixty miles north of St. Michael on Norton Sound, a road has already been surveyed along the Kaltag River to its junction with the Yukon, following the trail used by the Yukon River Indians for many warm in making the results. Indians for many years in making the over-land journey to the coast of Behring Sea. At present Yukon River boats start from St. Michael, cover eighty-five miles of ocean travel to the mouth of the river and thence

go upstream.
The propose proposed road, though only eighty miles long, would cut off 500 miles of river travel and mean a saving of from six to eight days in reaching the mining region, together with a material reduction in the cost of supplies at the mining camps. Since the construction and equipment of this eighty-mile line will cost not much short of half a million dollars, it is pretty evident that the ultimate end of its promoters is not the saving of half a dozen days in the

but this would be in a great measure over-come by snow sheds and snow fences and the rotary snow plows, which cut their way through practically the heaviest drifts and without which the Canadian Pacific and Northern Pacific would be put out of business for two ments in every year.

and without which the Canadian Pacific and Northern Pacific would be put out of business for two months in every year. The real engineering problem of the undertaking would of course be the passage of Belring Straits. The Straits are forty-eight miles wide but the distance is broken by Little and flig Diomede islands near the middle. The islands are two miles apart and the line of demarcation between Alaska and Siberia runs indway between them. The Straits average about twenty-seven fathouse in depth.

Several plans of varying practicability Several plans of varying practical dity have fasen suggested for crossing this stretch between tape Prince of Walcond Class Cape. A bridge would be out of the question owing to the swift current and the winter ice flow which would specify demains such as the current and the winter ice flow which would specify

and the winter ice flow which would specelly deminds here is a structure.

A tunted base bases advocated but the mind faints at the Energittude of the proposition. Manyer Bruses in his volution "Alaska" rangums that a him actions the official in with races allowing sufficient openings for the water to flow through and for consects to passe that forthing an advance the rangums that removes the extreme West and East The monastation of tape.

Prince of Waiss Mr. Bruse private cut would supply studies quantities of facility. model supply stallane quantities of rock, and their gradual slope toward the Straits sould render it feasible to get the stone he neglect's sedge

I have taken Ripans Tabules for two months, and feel like a different being altogether. My headache has left mg and my bowels move regula every day.

At druggists. The Five-Gent packet is enough for an orcinary occasion. The family bottle, 60 cents, contains a supply for a year.

quiring unlimited capital and labor, even though, as Mr. Bruce suggests, 25,000 Es-quimaux from Alaska and Siberia and Russia's Siberian convicts were impressed

in the work.

A plan that would probably receive more A plan that would probably receive more sericus attention from scientific men is that recently outlined by Paul Heinze, a civil engineer, who helped to build the Northern Pacific road through the mountains of Montana and in the summer of 1900 made a partial reconnoissance on behalf of some English capitalists for a railroad in Alaska. Mr. Heinze proposes that gigantic ferry boats and iceboats combined, somewhat on the plan of the Russian icebreaker Yermak, be run between the two shores.

the two shores.
Such boats could make the passage at any time of the year and carry over a train expeditiously and safely. Their cost would be inconsiderable compared with every

be inconsiderable compared with every other plan proposed.

The real and, for the present, final obstacle to a world-girdling railway by way of Behring Straits is a commercial one. Leaving the Western wastes of British Columbia out of the question, after the southern borders of Alaska are reached there is yet a thousand miles to be traversed before Cape Prince of Wales is reached. In this vast stretch in its present stage of development there is practically nothing to support a railroad. The population of Alaska is a floating one

The population of Alaska is a floating one of adventurers, fortune seekers, whose strongest desire is to make their pile and get out. It is true that the presence of a railroad that connected with civilization would in itself tend to supplement this unstable population with a class of immigrants which should develop the undeniably wonderful resources of the country.

But such a railway would not fling itself to Behring straits at one move. Railways do not work that way unless there is some tremendous inducement at the other end. The road into Alaska would first make its way step by step across British Columbia,

way step by step across British Columbia and when Alaska was finally reached would extend itself no faster than the necessarily slow development of the country north-ward warranted. The same reasoning holds good on the Siberian side. Russia has many a job to get off her hands in the Far East before she will find time to extend her trans-Siberian

road up over those thousands of miles to the To the conservative mind it would seen to the conservative mind it would seem hat the necessarily mutual project, from he East and from the West, will scarcely see one for this century's undertaking. But the world moves rapidly nowadays, lere is Mr. Heinze's opinion:

"The child is now in pinafores and the course men, is incollere who will yet rush.

young man is in college who will yet rush through Alaska in a palace car, across the bleak expanse of Behring straits on an iceboat ferry and go sweeping over the steppes of Russia on the all rail route from Chicago to Paris."

COLUMBIA'S ATHLETIC RULES. Stringent Regulations Imposed by the Faculty on Members of Teams.

The new rules of the Faculty Committee on Athletics at Columbia University are so searching and stringent that their equal for severity sannot be found in any other American colefined with great precision and the requireents from every athlete are made so comprehensive that it is feared that disqualifieations in all teams will be the rule rather than the exception during the coming year if the rules are to be strictly enforced, as there is every reason to believe that they will be The new regulations are as follows: Rule 1-No one shall be allowed to represent the

Rule 1—No one shall be allowed to represent the university in any public contest, either individually or as a member of any team, unless he can satisfy the committee that he is, and intends to be throughout the academic year, a bona fide member of the university, taking a full year's work.

Rule 2—No student shall be allowed to represent the university in any public athletic contest, either individually or as a member of any team, who, either before or since entering the university, shall have engaged for money in any athletic contest, either for a stake, or a money prize, or a share of the entrance fees or admission money; or who shall have taught or engaged in any athletic exercise or stort as a means of livelihood; or who shall at any time have received for taking part in any athletic sport or contest any pecuniary gain or emolument whatever, direct or indirect, with the single exception that he may have received from his college organization, or from any permanen, amateur association of which he was at the time a member, the amount by which the expenses necessarily incurred by him in representing his organization in athletic contests exceeded his ordinary expenses.

Rule 3—No student shall be eligible to represent spenses.

that the ultimate end of its promoters is not the saving of half a dozen days in the trip to the Klondike mining regions.

By another projected road it is proposed to join points on the Mackenzie in British Columbia and the Yukon.

It is worthy of remark that the experts who have been in Alaska looking after these railroad enterprises are unanimous in the opinion that the builders of a railway through the length of Alaska up to Cape Prince of Wales on Behring Straits would encounter no greater difficulties than were met in the construction of parts of the Northern Pacific. The trouble would be to get over the coast range of mountains.

Once that was accomplished the task, it is declared, would be no more difficult than the building of a railway in Colorado or Montana. The physical contour of the interior of Alaska presents few obstacles and the valleys of the confluents of the Yukon ofter natural avenues.

As for climbing the coast mountains, it should be remembered that the Skajaway and White Pass road has already done this and is in successful operation. It is probable that this road would be incorporated in a through-Alaska line.

The greatest obstacle in the operation of an Alaskan road would be the snow, but this would be in a great measure overcome by snow sheds and snow fetness and the rotary snow plows, which out their representation of the last of the rotary snow plows, which cut their representation and after ode 6. 1802, as student who would be in a great measure overcome by snow sheds and snow fetness and the rotary snow plows, which cut their representation of the snow, but this would be the snow, but this would be in a great measure overcome by snow plows, which cut their representation of the snow plows, which cut their response of the snow plows and snow fetness and the rotary snow plows, which cut their response in the land and the rotary snow plows and snow fetness and the rotary snow plows, which cut the snow plows in the respect to the snow plows of regular plants.

Bule 18—18—18 student sha

President Schwab Going to Europe. President C. M. Schwab of the United States Steel Corporation and his family will leave New York soon after Christmas to spend two months in Europe. The party the continent and in England. Though the trip is a vacation for Mr. behavilible intends

to combine business with pleasure and look a nor the agencies of the corporation

control to the control of the contro

Court of Approis Calendar.

APOLLO.

The One Christmas Gift Beyond Compare!

Think what consummate pleasure it would give anyone having a piano to present them on Christmas day with this master-key to all the piano music of the world. Mechanism, of course. is the Piano itself, mechanism. but mechanical in results Neither is the Apollo. You'll say so, when you hear it. That is the one thing we want :

You, to hear it.

The APOLLO Company. Apollo Bullding, 101 Fifth Ave., N. Y. (Bet. 17th & 18th Sts.)

> Proposals. OFFERS FOR

Cold Storage Privilege. Alternative offers addressed to the under-

for leasing a portion of the new St. Lawrence Market in the City of Toronto, Canada, and for the privilege of installing and operating therein a cold storage plant.

Specifications and forms of tender can be obtained upon application at the office of the City Clerk, City Hall, Toronto.

Each offer must be accompanied by a marked cheque, made payable to the order of the City Treasurer, or a cash deposit of \$1,000.00, which will be forfeited to the city in the event of the person whose offer is accepted, or his sureties, failing to execute the necessary contract and bond.

The highest or any offer not necessarily accepted. accepted.

WM. BURNS. Chairman Committee on Property. City Hall. Toronto, December 2, 1901.

AQUEDUCT COMMISSIONERS' OFFICE,
Room No. 207, Stewart Building, No. 280 Broadway,
NEW YORK, October II, 1801.
TO CONTRACTORS.
Bids or proposals for doing the work and furnish. Bids or proposals for doing ting the materials called for in the contract now on file in the of Commissioners for building the English Room and Shaft No Aqueduct, near 179th Street and New York, will be received at day, December 17, 1991, at 12 of the contract of the co New York, and the second by the contract for commissioners and the award of the contract for commissioners and the award of the contract for doing said work and furnishing said materials will be made by said Commissioners as soon thereafter practicable.

as practicable.

Blank forms of said approved contract and the specifications thereof, and bids or proposes and proper envelopes for their inclosure, form of bonds and all other information can be obtained at the above office of the Aqueduct Commissioners on application to the Secretary. above office of the Aqueduct Commissioners of application to the Secretary.

A designation or pian of the type of pumping machinery and its erection, with all its apporter ances complete, together with a statement of the power that would be required to operate the plant, shall be furnished by the contractor and the same shall be accepted as to form.

For further particulars see CITY RECORD, published at No. 2 City Hall.

By order of the Aqueduct Commissioners.

JOHN J. RYAN, President.

HARRY W. WALKER, Secretary.

INDIANAPOLIS ARSENAL, Indianapolis, Ind., Nov. 13, 1001.—Sealed proposals in duminate will be received here until 2 P. M., Dec 13, 1001. for purchase of condemned ordnance and ordnance stores, including small arms, equipments, tools, scrap iron, scrap leather, &c. Information can be had on application. CHARLES SHALER, Major commanding.

Business Chaures.

\$20,000 WHOLESALE wine and liquor bottling castablishment, old established prosperous business located in nearby busy town average sales yearly \$00,000 annually; sell on easy terms. For further particulars apply McDONALD & WIGGINS, 257 Broadway LARGE MANUFACTURING BUSINESS dosirs
partner with \$25,000; investment for the purpose of
increasing the business; highest reference for
nished investigate this, it is an unusually good oping McDONALD & WIGGINS, 257 Broadway WANTED One or two special partners, reporting man as active partner to learn business, with \$10.00 to \$30.000 long established grain and produce consistent business owning large warehouse wind side railroad tracks best of comparcial and bases de railroad tracas: best of commercial and be-eferences. For particulars apply to McDONALD & WIGGINS, 257 Broad 2 by \$10,000 PARTNER wanted newly patched window protector for children's safety. See asia pie at our office.

McDONALD & WIGGINS, 257 Broadway.

\$10,000 STOCK for sair. 60c share lative actuating chemical company owning actuating chemical company owning latents on standard commodity large figured by the saired by examined for the purpose of ratio franches in other large cities have a very shed trade in New York city capitalized to highest references furnished. Appl McDONALD & WIGGINS 257 trees. \$2,000 BUYS drug ators old catabilities cantly supposed horation in Orange 5 includes low rent investigate McHNNALD & WIGGINS 201 Frontiers

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236 WEST SUTH ST. -- Dr. Crows rurse office.